

IN THE CLAIMS:

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This following list of claims will replace all prior versions of claims in the above-identified application:

List of Claims

Claims 1-9 (Cancelled.)

10. (New) A self-propelled vehicle, in particular a road-building machine,

comprising:

- a driver's cab arranged on a chassis (4),
- a traction drive,
- a steering means,
- a rotatable driver's seat (5) provided in the driver's cab with an integrated control unit (6) for the driving operation, which generates actuation signals for the traction drive and the steering means in dependence on the direction of actuation of control elements of the control unit (6),

characterized in that

- means detect the instantaneous rotation angle μ of the rotational position of the seat and correct the direction components of the actuation signals of the control elements by an angle $-\mu$
- such that the direction of actuation of the control elements corresponds to the direction of movement of the vehicle in any rotational position of the seat.

11. (New) The self-propelled vehicle as defined in claim 10 wherein the means for detecting the instantaneous rotation angle μ of the rotational position of the seat transmits the rotation angle μ mechanically, electromechanically, optically or electrically to the control elements of the control unit (6).
12. (New) The self-propelled vehicle as defined in claim 10 wherein, in the control unit (6), the actuation signals for the traveling direction and the steering may be continuously corrected in dependence on the rotation angle μ of the instantaneous rotational position of the seat.
13. (New) The self-propelled vehicle as defined in claim 11 wherein, in the control unit (6), the actuation signals for the traveling direction and the steering may be continuously corrected in dependence on the rotation angle μ of the instantaneous rotational position of the seat.
14. (New) The self-propelled vehicle as defined in claim 10, wherein the control unit (6) comprises a single control lever (8) as the control element for the selection of the traveling direction, the traveling speed and the steering.
15. (New) The self-propelled vehicle as defined in claim 11, wherein the control unit (6) comprises a single control lever (8) as the control element for the selection of the traveling direction, the traveling speed and the steering.

16. (New) The self-propelled vehicle as defined in claim 12, wherein the control unit (6) comprises a single control lever (8) as the control element for the selection of the traveling direction, the traveling speed and the steering.
17. (New) The self-propelled vehicle as defined in claim 14 wherein the control lever (8) is supported in a universal joint (28) and the universal joint (28) rests on a turnover (26) rotatable about a rotation angle $-\mu$ when the rotational position of the driver's seat (5) assumes a rotation angle μ .
18. (New) The self-propelled vehicle as defined in claim 10 wherein the vehicle has two steerable axes and wherein, at the control unit (8), the steering control may be switched to one of both axes or to both axes.
19. (New) The self-propelled vehicle as defined in claim 14 wherein the control lever (8) is guided in two mutually orthogonal slotted links (24).
20. (New) The self-propelled vehicle as defined in claim 17 wherein the control lever (8) is guided in two mutually orthogonal slotted links (24).
21. (New) The self-propelled vehicle as defined in claim 18 wherein the control lever (8) is guided in two mutually orthogonal slotted links (24).
22. (New) The self-propelled vehicle as defined in claim 10 wherein the vehicle is a road roller (1).

23. (New) A method for driving and steering a vehicle, in particular a road-building machine, with a rotatable driver's seat (5) provided in a driver's cab and a control unit (6) for the driving operation which is integrated in the driver's seat (5) and comprises control elements, characterized by

- the detection of the instantaneous rotation angle μ of the rotational position of the seat and the continuous correction of the actuation signals of the control elements by an angle $-\mu$,
- such that the direction of actuation of the control elements corresponds to the direction of movement of the vehicle in any rotational position of the seat.